

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted 04/01/2003

DEN02LA040 File No. 12746		04/28/2002	Kersey, CO	Aircraft Reg No. N787PC	Time (Local): 16:30 MDT		
Make/Model:	Cessna / TR182				Fatal	Serious	Minor/None
Engine Make/Model:	Lycoming / O-540-J3C5D			Crew	0	0	1
Aircraft Damage:	Substantial			Pass	0	0	2
Number of Engines:	1						
Operating Certificate(s):	None						
Type of Flight Operation:	Personal						
Reg. Flight Conducted Under:	Part 91: General Aviation						
Last Depart. Point:	Hastings, NE				Condition of Light:	Day	
Destination:	Longmont, CO				Weather Info Src:	Weather Observation Facility	
Airport Proximity:	Off Airport/Airstrip				Basic Weather:	Visual Conditions	
					Lowest Ceiling:	None	
					Visibility:	10.00 SM	
					Wind Dir/Speed:	300 / 018 Kts	
					Temperature (°C):	22	
					Precip/Obscuration:	None / None	
Pilot-in-Command	Age: 21				Flight Time (Hours)		
Certificate(s)/Rating(s)					Total All Aircraft:	230	
Private; Single-engine Land					Last 90 Days:	18	
Instrument Ratings					Total Make/Model:	21	
Airplane					Total Instrument Time:	31	

The pilot said that he flew direct from Longmont, Colorado to Ankeny, Iowa (533 nautical miles), and put 49.2 gallons of fuel in the airplane. On the return flight, he stopped at Hastings, Nebraska for food and a rest stop. He did not put additional fuel in the airplane during the rest stop. He departed for Longmont, Colorado, and experienced a power failure approximately 2.5 hours later; the pilot performed a forced landing to a highway. During the landing sequence, the pilot "extended the landing gear at the last second," and it failed to fully extend. The front door post bulk head was bent and the bottom of the airplane was badly damaged. The pilot said that the airplane held 92 gallons of fuel (88 gallons usable), but they customarily fueled it to the bottom of the fuel necks, which was approximately 65 gallons usable. A representative of the airplane's manufacturer said that the airplane burned approximately 14 to 15 gallons per hour in cruise flight, with 8 gallons being used for the two takeoffs and climbs to cruise altitude. The pilot also said the wind was strong from the west (maybe 30 knots), for the flight to Ankeny, and the return flight to Longmont.

Brief of Accident (Continued)

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Kersey, CO

Aircraft Reg No. N787PC

Time (Local): 16:30 MDT

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL

Phase of Operation: CRUISE

Findings

1. (C) FLUID,FUEL - EXHAUSTION

2. (C) PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: WHEELS UP LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROADWAY/HIGHWAY

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

The pilot's inadequate planning decision which led to fuel exhaustion and subsequent loss of engine power.